



INDIANA DEPARTMENT OF TRANSPORTATION

September 22, 2021

Dear Resident:

Welcome to the Indiana Department of Transportation (INDOT) public information meeting regarding the U.S. Route (US) 36/ Pendleton Pike Access Control project (Des. No. 1900157) in Marion County, Indiana. CHA Consulting, Inc., acting on behalf of INDOT will be conducting the public information meeting this evening.

The purpose of this meeting is to present information regarding the access control project, as well as solicit input from local residents, community stakeholders, and local officials. The project team will be happy to answer any questions following the formal presentation. Comments can also be submitted in the following ways:

1. You may complete one of the comment sheets and leave it in the comment box in the meeting hall or return it to the project personnel attending the meeting. The comment sheets are attached to this packet and extra copies are available at the sign-in table.
2. You may also forward your comments to my email address at ketzcorn@chacompanies.com by **October 6, 2021**. If you choose to utilize the email option a response will be provided acknowledging receipt of your submission.

Thank you for your participation in this public information meeting.

Best regards,
CHA Consulting, Inc.

A handwritten signature in black ink that reads 'Kaitlyn Etkorn'.

Kaitlyn Etkorn
Environmental Scientist

Presentation Agenda

1. Public Information Meeting Called to Order (5:00 PM)

- Introduction of Project Team
- Purpose of Meeting
- Overview of the Project Development Process
- Project Location and Description
- Purpose and Need

2. Review of Design Information

- Road Hazard Analysis Tool (RoadHAT) Exhibit
- Chief of Police
- Alternatives Considered
- Preferred Alternative
- Maintenance of Traffic
- Right-of-Way Requirements & Project Cost
- Overview of Environmental Process
- Estimated Project Schedule

3. Conclusion

- Public Comment Reminders
- Wrap-Up / Closing

4. Review of Project Visuals

Adjournment

PROJECT DESCRIPTION

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with an access control project on US 36 (Pendleton Pike) from I-465 to 65th Street in Lawrence Township, Marion County, Indiana. Specifically, the project is located within Sections 3, 4, 7, 8, 9, and 18, Township 16 North, Range 5 East and Section 13, Township 16 North, Range 4 East and Sections 33 and 34, Township 17 North, Range 5 East as indicated on the 7.5 minute McCordsville, Cumberland & Indianapolis East, Indiana, United States Geological Survey (USGS) quadrangle map.

Purpose and Need

The project need is the above average frequency of high severity crashes throughout the US 36 corridor, from I-465 to 65th Street. Per RoadHAT 3.0 analysis (traffic engineering safety modeling software) of 2015-2017 crash period, the most recent data available at the time of this analysis, 48% of intersections and segments throughout the corridor had an index of crash cost greater than the 1.5 threshold, prompting further study. The purpose of the project is to reduce the number of severe crashes throughout US 36 corridor, from I-465 to 65th Street.

The secondary need for the project is to connect non-motorized transportation routes throughout this section of US 36. Pedestrian connectivity is specifically lacking between Mitthoeffer Road and 56th Street. Curb ramps at US 36 and Geneva, US 36 and Teresa Lane, US 36th on the Walmart entrance, US 36 and Mitthoeffer Road, US 36 and 56th Street, and US 36 and Thunderbird Road do not currently meet Americans with Disabilities Act (ADA) requirements and therefore create a connectivity barrier. The secondary purpose of the project is to connect non-motorized transportation routes throughout this section of US 36.

Existing Conditions

US 36 is an east-west urban roadway upon level terrain. The existing roadway is classified as an urban minor arterial roadway in this area. The existing roadway varies from a 7-lane wide section along the southwest section of the corridor to a 5-lane wide section along the northeast section of the corridor. In the eastbound direction, the third through lane is maintained from I-465 through the intersection with Sheila Drive. In the westbound direction, the third through lane is maintained from Post Road to I-465 signalized intersection. The existing roadway consists of travel lanes varying from 11 feet to 12 feet with curb and gutter and a Two-Way Left Turn Lane (TWLTL) in the center of the road that varies from 12-foot to 15-foot. Raised concrete median exists at each signalized intersection for each left turn lane and around the 56th Street intersection with the exception of the entrance to Walmart and Sheila Road. The posted speed limit is 40 miles per hour (mph) west of Mitthoeffer Road and 45 mph to the east. Existing right-of-way is approximately 55 to 65 feet from the centerline on each side of US 36.

Land use in the vicinity of the project is primarily commercial with residential properties dispersed throughout. Three streams run north and south through the project area; Indian Creek, Billings Creek and Mock Creek. The National Wetland Inventory (NWI) map and the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) maps were reviewed for the presence of water features in the project area. Two mapped wetlands and four floodplains were identified within the project area. Field investigations will be conducted to verify this information. A Waters of the US Report will be prepared and coordination with INDOT Environmental Services Division (ESD) Ecology and Waterway Permitting Office (EWPO) will occur. This project qualifies for the application of the USFWS range-wide

programmatic informal consultation for the Indiana bat and northern long-eared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately.

Current traffic levels indicate an expected annual average daily traffic (AADT) in 2025 of 2,650 vehicles per day (vpd) on Thunderbird Road, including 5% trucks. The AADT for Thunderbird Road is expected to increase to 3,220 vpd in design year 2045 according to the traffic forecast including in the November 20, 2020 Engineer's Report. Current traffic levels on US 36 also indicate expected AADT in 2025 of 51,880 vpd, including 4% trucks. The AADT for US 36 is expected to increase to 65,680 vpd in design year 2045. Current traffic levels indicate an expected AADT in 2025 of 17,370 vpd on 56th Street, including 2% trucks. The AADT for 56th Street is expected to increase to 20,030 vpd in design year 2045.

Proposed Improvements

This proposed access control project would address the project need by creating a center raised concrete median to replace the TWLTL. Loons would be constructed near Geneva Avenue, Wheel Estates Drive, and Teresa Lane to improve safety. A loon is rounded pavement that is constructed outside of the normal traffic lanes to allow for larger vehicles to safely make a U-turn on a divided roadway. Drainage work is anticipated at the US 36 and Geneva Avenue, US 36 and 52nd Street, US 36 and Wheel Estate Drive, US 36 and 56th Street, US 36 and Teresa Lane, and US 36 and Thunderbird Road intersections. Sidewalk will be installed from Mitthoeffler Road to 56th Street to connect pedestrian routes along the corridor. Curb ramps will be installed at US 36 and Geneva, US 36 and Teresa Lane, US 36th on the Walmart entrance, US 36 and Mitthoeffler Road, US 36 and 56th Street, and US 36 and Thunderbird Road. The US 36 and Thunderbird Road intersection will be converted from a 3-leg to a 4-leg signalized intersection. The 4th leg will connect to existing commercial facilities approximately 200 feet south of US 36. The existing traffic signal dual-diagonals will be replaced with box-spans to improve sight distance, additional signal coordination will be supplementary to various intersections. Traffic Signal Poles are expected to be installed at the US 36 and Franklin Street, US 36 and Mitthoeffler Street and US 36 and 56th Street intersections.

Description of Right-of-Way

A total acquisition of 1.25 acres of right-of-way is anticipated. The anticipated right-of-way acquisition is as follows: Geneva Avenue approximately 0.19 acres, 52nd Street approximately 0.05 acres, Wheel Estates Drive approximately 0.15 acres, Teresa Lane approximately 0.18 acres, and Thunderbird Road approximately 0.68 acres. At this time, there are no residential or business relocations or temporary right-of-way acquisition anticipated.

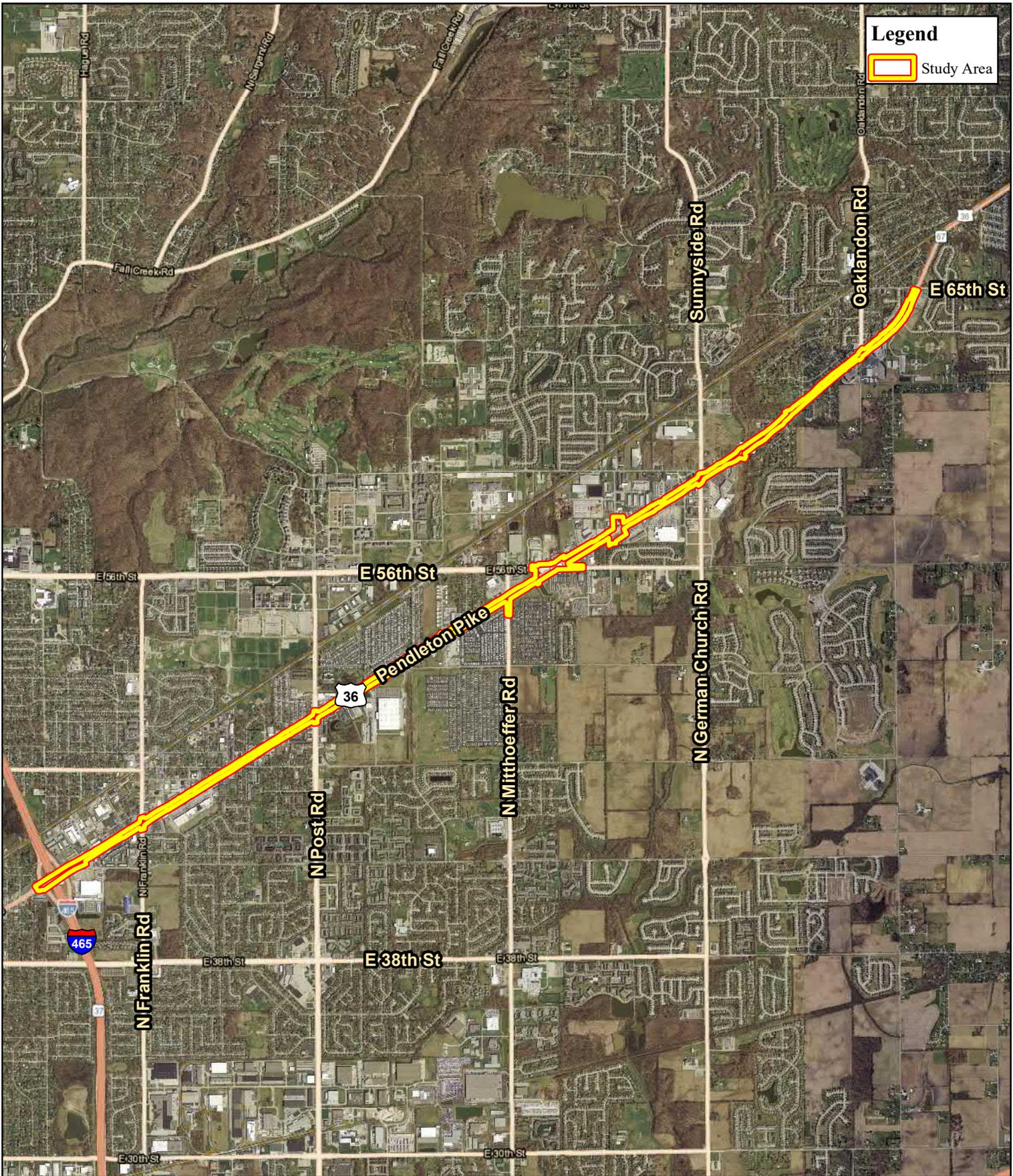
Estimated Cost and Schedule

The total estimated construction cost for the proposed project is \$7,000,000 (2024 dollars). Construction is expected to begin in the fall of 2023 and is anticipated to be completed in the fall of 2024.

Maintenance of Traffic during Construction

Traffic will be maintained throughout construction through use of lane closures. Traffic will be limited to two thru lanes in each direction. The maintenance of traffic (MOT) will consist of two phases. In the first phase, traffic will be shifted to the inside lanes of US 36 while the 56th Street

pavement, sidewalk, loons, miscellaneous curb improvements and Thunderbird intersection extension are constructed. Loons will be constructed at Geneva Avenue, Wheel Estates Drive, and Teresa Lane. The Thunderbird Road extension is planned to be new road construction. In the second phase, traffic will be shifted to the outside lanes on US 36 for the center raised median construction. The MOT for the 56th Street are still under consideration.



Legend
 Study Area

Date Saved: 9/21/2021 • Author: E. Butterfield

Indiana Department of Transportation



Aerial Location Map

US 36 Access Control
 Marion County, Indiana

Scale 1" = 3500'

DES No.
 1900157

Image Courtesy of the IndianaMap
 Photo Date: 7/5/2014

